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REPORT

CD NO.

Czechoslovakia

Aircraft Plant at Kuvovce

NO. OF ENCLS.

SUPPLEMENT TO
REPORT NO.

PROCESSING COPY

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1. The aircraft plant, which had no name plate at the entrance, was called LET [redacted] It was a state owned plant (narodni podnik). [redacted] The plant had an old section, referred to as Altes Werk (A), called Stary zavod [redacted] and located directly at the southwestern edge of Kunowitz (Kumowice) just west of the single-track railroad line running from Ungar Hradiach (Un. Hradiste) to the southwest. The new section, referred to as Neues Werk (B), was located about 1.5 km west of Altes Werk. Between the two sections was the factory airfield (C). In 1954, the new section had been completed and started with the manufacture of aircraft. The plant had no electric power station but was connected to the electric circuit in Kunowitz. It was presumably supplied with water also from Kunowitz. There was no direct railroad connection with main tracks in the old section, but a single-track line extended just east of this section leading to Ungar Hradiach. A railroad stop for passenger trains was next to the entrance, but no loading ramp with freight sheds was available. An approach road from Kunowitz ran to the entrance of the old section and inside that section to hangar 2 with a branch road to the southern side of this hangar. Another approach road, the course of which could not be definitely identified extended to the new section from the western edge of Kunowitz.
2. The following two aircraft types were manufactured in the plant:
Yak-15, licensed construction of a Soviet military aircraft, and
SUFRER AFRO, Czech touring [redacted] plane.
The main production was done in Section B, while the completed aircraft were tested and individual parts like rudders were manufactured in Section A. An assumed total of 50 Yak-15s were manufactured per month since the factory pilot [redacted] had to make test flights with so many aircraft of this type each month. The monthly production of [redacted] could not be determined.

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3. [redacted] the type designation "Yak-15" [redacted] aircraft, a licensed construction of a Soviet type, were manufactured for the Czechoslovak Air Force. The test pilot and one mechanic, employed by the Czech Air Force, were the only persons who were allowed to work on these aircraft. The Yak-15, a low-wing monoplane with a 7-cylinder radial engine, a two-seater cabin with cabin roof, was not yet fitted with an antenna since the radio installation presumably was not yet installed. [redacted] the mechanic carried a portable radio set into the aircraft before a trial flight was made. The fuselage with a round cross-section was comparatively short with a length of about 6 meters. Its shape could be compared to that of the German FW-190, although the latter seemed to be somewhat more slender. The wings, with a wing span of about 10 meters, had straight leading edges and tapering trailing edges. The aircraft apparently had a single rudder assembly. The landing gear, fitted approximately in the middle of the wings, was entirely retractable to the middle. It was unknown whether or not the tail wheel was retractable. [redacted] the aircraft was to be equipped with one gun and two machine guns since it was to be used as fighter. The maximum flying time was two hours. 25X1
4. The [redacted] which is the exact designation of the second type, was a 4-seater touring [redacted] plane, a low-wing monoplane with 2 ~~Walter Major 4/3~~ engines, each of 105 hp, with variable-pitch propeller, landing gear retractable into the engine nacelle, with a cruising speed of 250 km/h. 25X1
5. [redacted] 20 new [redacted] and Yak-15s were parked in Hangar of Section A. This number was increased by 5 Yak-15s from Section B [redacted] the 5 aircraft were towed by tractor from Section B to Section A across the airfield. [redacted] 2 Yak-15s were daily test flown, one from 0900 to 1200 and the other from 1330 to 1600. During that period, no aircraft left Hangar 2. No trial flights were made with the SUPER AERO because of continuous fog during that period; moreover, the aircraft had no radio installation for blind flying. 25X1
6. The total work force was estimated at 300 including at least 50 percent women. The personnel in Hangar 2 included 1 janitor with the name of Neiser (fnu), 1 female clerk, and 10 mechanics. The unidentified number of factory pilots for the SUPER AERO aircraft was subordinated to the chief of Section B. The factory pilot for Yak-15s and one mechanic were subordinated to the Czech Air Force. No Soviets or other foreigners had ever been seen in Section A. Work in section A was done in one shift from 0600 to 1500; the mechanics received 7 kcs per hour. 25X1
7. Section A was guarded by about 20 men of the factory militia who wore blue coveralls and dark blue ski caps or berets. The men were unarmed in the factory area. Two men of the militia who were armed with pistols were in the guardhouse at the entrance to Section A, where they opened and closed the entrance gate for vehicles and checked the light red passes of the workers. Militia also patrolled through the hangars. A double sentry armed with pistols continuously patrolled the area around the plant. No AA gun emplacements, camouflage installations, and air raid precautionary measures were noticed. No information could be obtained on security measures in the new section of the plant. 25X1
8. [redacted] the following attachments: 25X1
- Location sketch of the aircraft plant-Annex 1.
 - Layout sketch of the old section (A) and the factory airfield-Annex 2.
 - Layout sketch of Hangar 2 - Annex 3.
 - Sketches of the alleged Yak-15 - Annex 4. (German Comment: It is believed that this aircraft was not a Yak-15 but a Yak-11).

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COUNTRY Czechoslovakia

REPORT

SUBJECT Aircraft Plant in Kunowitz (Kunovice)

DATE OF REPORT 8 August 1957

PLACE ACQUIRED

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LAST REPORT ON SUBJECT
(If applicable)

ANNEXES 4-blueprints with
legends on ditto

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The following information on an aircraft plant in Kunowitz (Kunovice) was obtained

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1. The aircraft plant, which had no name plate at the entrance, was called LET It was a state owned plant (narodni podnik).

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The plant had an old section, referred to as Altes Werk (A), called Stary zavod and located directly at the southwestern edge of Kunowitz, just west of the single-track railroad line running from Ungar Hradisch to the southwest. The new section, referred to as Neues Werk (B), was located about 1,5 km west of Altes Werk. Between the two sections was the factory airfield (C). In 1954, the new section had been completed and started with the manufacture of aircraft. The plant had no electric power station but was connected to the electric circuit in Kunowitz. It was presumably supplied with water also from Kunowitz. There was no direct railroad connection with spur tracks in the old section, but a single-track line extended just east of this section leading to Ungar Hradisch. A railroad stop for passenger trains was next to the entrance, but no loading ramp with freight sheds was available. An approach road from Kunowitz ran to the entrance of the old section and inside that section to hangar 2 with a branch road to the southern side of this hangar. Another approach road, the course of which could not be definitely identified extended to the new section from the western edge of Kunowitz.¹

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2. The following two aircraft types were manufactured in the plant:

Yak-15, licensed construction of a Soviet military aircraft

Czech touring plane

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The main production was done in Section B, while the completed aircraft were tested and individual parts like rudders were manufactured in Section A. An assumed total of 50 Yak-15s were manufactured per month since the factory pilot had to make test flights with so many aircraft of this type each month. The monthly production of SUPER AEROs could not be determined.

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3. [] the type designation "Yak-15" [] aircraft, a licensed construction of a Soviet type, were manufactured for the Czechoslovakian Air Force. The test pilot and one mechanic, employed by the Czech Air Force, were the only persons who were allowed to work on these aircraft. The Yak-15, a low-wing monoplane with a 7-cylinder radial engine, a two-seater cabin with cabin roof, was not yet fitted with an antenna since the radio installation presumably was not yet installed. [] the mechanic carried a portable radio set into the aircraft before a trial flight was made. The fuselage with a round cross-section was comparatively short with a length of about 6 meters. Its shape could be compared to that of the German FW-190, although the latter seemed to be somewhat more slender. The wings, with a wing span of about 10 meters, had straight leading edges and tapering trailing edges. The aircraft apparently had a single rudder assembly. The landing gear, fitted approximately in the middle of the wings, was entirely retractable to the middle. It was unknown whether or not the tail wheel was retractable. [] the aircraft was to be equipped with one gun and two machine guns since it was to be used as fighter. The maximum flying time was two hours.²
4. The [] which is the exact designation of the second type, was a 4-seater touring [] plane, a low-wing monoplane with 2 WATER-Minor 4/3 engines, each of 105 hp, with variable-pitch propeller, landing gear retractable into the engine nacelle, with a cruising speed of 250 km/h.
5. [] 20 new SUPER AEROs and Yak-15s were parked in Hangar 2 of Section A. This number was increased by 5 Yak-15s from Section B [] the 5 aircraft were towed by tractor from Section B to Section A across the airfield. [] 2 Yak-15s were daily test flown, one from 0900 to 1200 and the other from 1330 to 1600. During that period, no aircraft left Hangar 2. No trial flights were made with the [] because of continuous fog during that period; moreover, the aircraft had no radio installation for blind flying.
6. The total work force was estimated at 300 including at least 50 percent women. The personnel in Hangar 2 included 1 janitor with the name of Neiser (fnu), 1 female clerk, and 10 mechanics. The unidentified number of factory pilots for the [] aircraft was subordinated to the chief of Section B. The factory pilot for Yak-15s and one mechanic were subordinated to the Czech Air Force. No Soviets or other foreigners had ever been seen in Section A. Work in section A was done in one shift from 0600 to 1500; the mechanics received 7 kcs per hour.
7. Section A was guarded by about 20 men of the factory militia who wore blue coveralls and dark blue ski caps or berets. The men were unarmed in the factory area. Two men of the militia who were armed with pistols were in the guardhouse at the entrance to Section A, where they opened and closed the entrance gate for vehicles and checked the light red passes of the workers. Militia also patrolled through the hangars. A double sentry armed with pistols continuously patrolled the area around the plant. No AA gun emplacements, camouflage installations, and air raid precautionary measures were noticed. No information could be obtained on security measures in the new section of the plant.
1. [] Comment. For location sketch of aircraft plant, see Annex 1. For layout sketch of old Section (A) and factory airfield, see Annex 2. [] A ground sketch of Hangar C, see Annex 3.
2. [] Comment. For sketches of alleged Yak-15, see Annex 4. It is believed that this aircraft was not a Yak-15 but a Yak-11.




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Legend:

- A**  Old Section
- B**  New Section (Main Plant)
- C**  Factory Airfield

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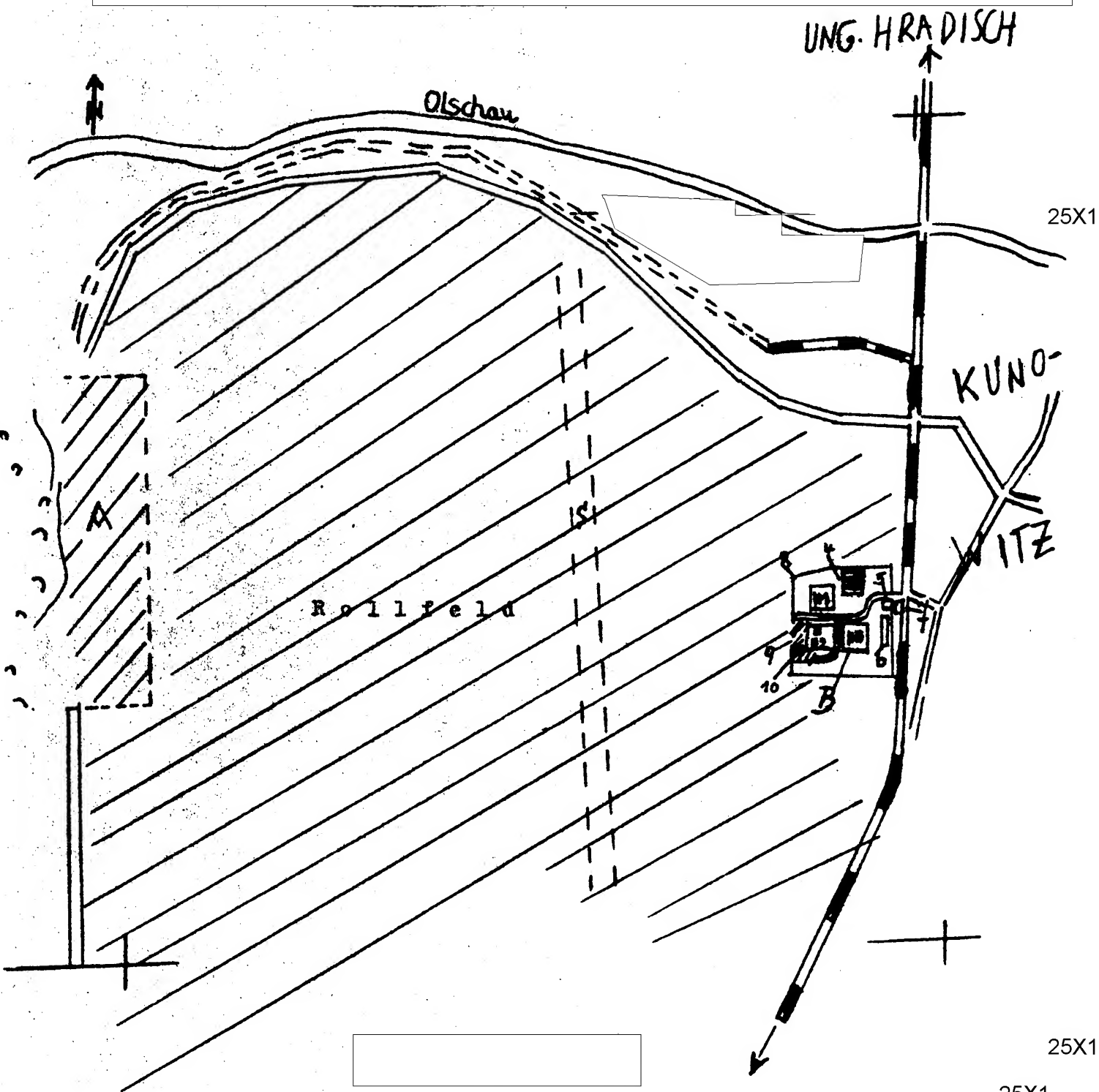


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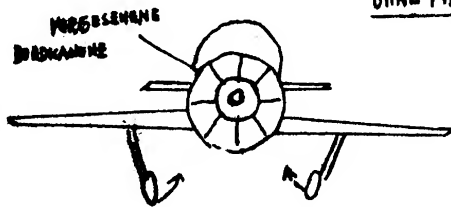
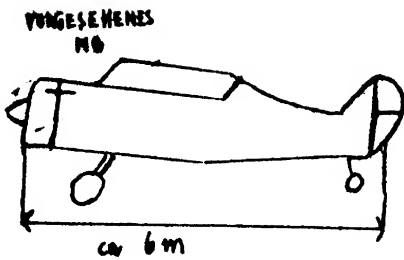


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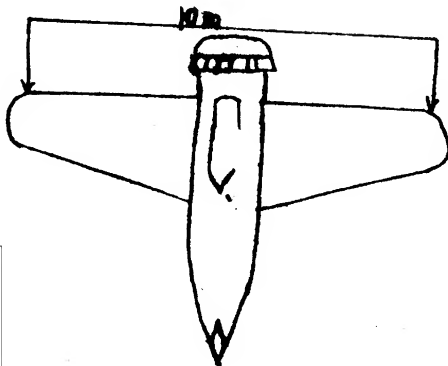
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Anlage 4 zu:

Alleged Yak, Presumably Yak-11, Manufactured in Kunowitz (Kunovice)
Aircraft Plant



OHNE MASS STAB



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